

## Message Text

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ACTION EUR-25

INFO OCT-01 ISO-00 SS-20 SCI-06 EPA-04 NSC-07 HEW-08

DOT-00 INT-08 HUD-02 DOD-00 CEQ-02 EB-11 IO-14

CIAE-00 PM-07 INR-11 L-03 ACDA-19 NSAE-00 PA-04

RSC-01 PRS-01 SP-03 USIA-15 TRSE-00 SAJ-01 DRC-01

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TO SECSTATE WASHDC 1995

INFO USMISSION NATO BRUSSELS

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E.O. 11652: NA

TAGS: NATO, SENV

SUBJECT: CCMS: ROAD SAFETY FOLLOW ON IN PEDESTRIAN SAFETY

REF: A) BRUSSELS 6789 B) STATE 193884

1. FOLLOWING IS TEXT DATED SEPT 6 BUT RECEIVED SEPT 12 OF  
BELGIAN COMMENTS ON PROPOSED CCMS PEDESTRIAN SAFETY RESOLUTIONS  
ANNEXED TO FINAL REPORT 21: BEGIN TEXT

OUR COMMENTS REFLECT OUR VIEWS AND THOSE OF THE MANDATED  
GROUPS OF EXPERTS. WE HAVE MODIFIED THE WORKING OF SOME  
PARAGRAPHS AND ALTERED THE ORDER.

THEREFORE WE PROPOSE THE RESOLUTIONS AS FOLLOWS.

1. TO REVIEW THEIR ROAD SAFETY BUDGET AND RESOURCE  
ALLOCATIONS BOTH IN RESEARCH AND CURRENT MEASURES WITH A VIEW  
TOWARD ALLOCATING TO PEDESTRIAN SAFETY A SHARE OF RESOURCES  
MORE PROPORTIONATE TO THE EXTENT OF THE PROBLEM CONTRIBUTED  
BY PEDESTRIAN CASUALTIES.

2. TO DESIGNATE A SINGLE AUTHORITY TO BE RESPONSIBLE FOR  
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PEDESTRIAN SAFETY PROGRAMS OR AT A MINIMUM TO BE COGNIZANT OF

THE VARIOUS PROGRAMS THAT ARE DIRECTED TOWARD REDUCING THE NUMBER AND SEVERITY OF PEDESTRIAN CASUALTIES. THESE INCLUDE PROGRAMS WITH RESPECT TO PUBLIC WORKS AND TRAFFIC ENGINEERING, POLICE TRAFFIC ENFORCEMENT, ORDINANCES AND REGULATIONS, EDUCATION AND PUBLIC INFORMATION, ZONING AND URBAN PLANNING, AND VEHICLE SAFETY REGULATIONS. SUCH AN AUTHORITY WOULD SERVE AS A CONTACT POINT AND COMMUNICATIONS LINK AT THE WORKING LEVEL WITH COUNTERPART TECHNICAL EXPERTS IN OTHER COUNTRIES TO COORDINATE INFORMATION EXCHANGE AND PLANNING FOR COOPERATIVE DEVELOPMENT AND DEMONSTRATIONS.

3. TO DEVELOP AND IMPLEMENT PROGRAMS FOR SYSTEMATICALLY ASSESSING THE MAGNITUDE AND CAUSES OF THE PEDESTRIAN CASUALTY PROBLEM. AN APPROPRIATE DATA COLLECTION AND STATISTICAL ANALYSIS PROCEDURE DESIGNED SPECIFICALLY FOR THESE PRUPOSES IS MANDATORY TO MEET THESE REQUIREMENTS.

4. TO ESTABLISH AS A MATTER OF NATIONAL POLICY THAT AN ASSESSMENT BE MADE OF ITS EFFECTIVENESS IN REDUCING PEDESTRIAN CASUALTIES BEFORE ANY NEW ROAD SAFETY IMPROBEMENT PROGRAM IS INITIATED.

5. TO AUGMENT OR INITIATE EDUCATIONAL PROGRAMS TO ENSURE THAT PEOPLE WORKING IN THE PUBLIC SERVICE IN RELATED FIELDS SUCH AS PLANNING, ENGINEERING AND TEACHING SHOULD BE AWARE OF THE NATURE AND GRAVITY OF THE PEDESTRIAN SAFETY PROBLEM SO THAT THEY ARE MORE ALERT TO THE IMPLICATIONS FOR PEDESTRIAN SAFTETY OF THEIR OWN WORK.

6. TO AUGMENT, INITIATE AND EVALUATE NEW PROGRAMS OF TRAINING, EDUCATION, AND PUBLICITY ON BEHAVIOR WHICH WILL IMPROVE PEDESTRIAN SAFETY, SUCH PROGRAMS TO BE TARGETED SPECIFICALLY TO SEVERAL DIFFERENT TYPES OF AUDIENCES AND TO BEHAVIOR ADVOCATED.

7. TO ADOPT AS NATIONAL POLICY THE POSITION THAT FRONT-END MOTOR VEHICLE DESIGN WHICH MINIMIZES PEDESTRIAN INJURIES CARRIES HIGHER PRIORITY THAN DESIGNS WHICH REDUCE VEHICLE DAMAGE IN MINOR CHRASHES AT LOW (E.G. PARKING LOT) SPEEDS. FURTHER, IT SHOULD ALSO BE ADOPTED AS NATIONAL POLICY THAT UNCLASSIFIED

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SUCH DESIGN BE ACCORDED AT LEAST THE SAME PRIORITY AS THAT WHICH MINIMIZES INJURIES TO VEHICLE OCCUPANTS.

8. TO MODIFY ANY EXISTING OR PROPOSED REGULATIONS THAT UNREASONABLY COMPROMISE PEDESTRIAN PROTECTION IN FAVOR OF REDUCED VEHICLE PROPERTY DAMAGE OR HIGHER LEVELS OF OCCUPANT PROTECTION.

9. TO SEEK OPTIMUM SOLUTIONS FOR VEHICLE FRONT-END DESIGNS THAT BOTH PROTECT PEDESTRIANS AND VEHICLE OCCUPANTS UNDER OTHERWISE LETHAL IMPACTS.

10. TO TAKE ACTION TO ENSURE THAT, AS TRAFFIC MANAGEMENT AND URBAN TRANSPORTATION PLANNING SCHEMES ARE CONSIDERED FOR APPLICATIONS IN SPECIFIC SITUATIONS, MORE PROVISION SHOULD BE MADE TO IMPROVE PEDESTRIAN SAFETY.

11. TO INVESTIAGE THE USE OF TRAFFICE MANAGEMENT TECHNIQUES SPECIFICALLY FOR DEALING WITH PEDESTRIAN SAFETY PROBLEMS.

12. TO ESTABISH A NATIONAL PROGRAM TO ENSURE FULL CONSIDERATION OF PEDESTRIAN SAFETY REQUIREMENTS IN THE PLANNING OF NEW TOWNS AND URBAN REDEVELOPMENTS.

13. TO INTENSIFY OR OTHERWISE IMPROVE THE EFFECTIVENESS OF THEIR PEDESTRIAN CROSSING SYSTEMS AND PEDESTRIAN SAFETY REGULATIONS PARTICULARLY BY ACHIEVING GREATER UNIFORMITY, AND ASSURING GOOD ENFORCEMENT OF REGULATIONS FOUND TO BE EFFECTIVE, BY EVALUATING THE EFFECTIVENESS OF NEW OR UNPROVEN SYSTEMS.

14. TO MUTUALLY EXAMINE THE EFFECTIVE NESS AND APPLICABILITY OF ALL EXISTING RULES AND REGULATIONS RELEVANT TO PEDESTRIAN SAFETY, TO DEVELOP A SET OF RULES AND REGULATIONS OF OPTIMUM EFFECTIVENESS, AND FOR EACH TO MODIFY THEIR RULES AND REGULATIONS TO ACHIEVE UNIFORMITY WITH THOSE IDENTIFIED AS BEING OPTIMALLY EFFECTIVE.

15. TO MUTUALLY DEVELOP AND INDIVIDUALLY IMPLEMENT A MODEL NATIONAL PROGRAM FOR DEVELOPING AND MAINTAINING A STATISTICAL BASE AND RESEARCH PROGRAM APPROPRIATE BOTH FOR UNCLASSIFIED

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ASSESSING THE MAGNITUDE AND NATURE OF THE PEDESTRIAN SAFETY PROBLEM, AND FOR EVALUATING THE EFFECTIVENESS OF ALL ACTIVITIES AIMED AT REDUCING PEDESTRIAN CASUALTIES.

16. TO MUTUALLY DEVELOP AND INDIVIDUALLY IMPLEMENT PROCEDURES FOR INITIATING COOPERATION AND DEVELOPMENT AND DEMONSTRATION PROJECTS IN PEDESTRIAN SAFETY, FOR EVALUATING THE EFFECTIVENESS OF THESE AND OTHER NEW APPROACHES, AND FOR EXCHANGING THE RESULTING DATA. END TEXT

2. INFORMATION AND TEXT PROVIDED REFTEL B PROVIDED TO BELGIANS SEPT. 6.FIRESTONE

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